

FW: HA/RA of Rail Operations Through Schurz (UNCLASSIFIED)

From: Dillingham, David [mailto:david.dillingham@us.army.mil]

Sent: Wed 4/4/2007 9:58 AM

To: Lanza, Robert

Cc: phil_gehner@ymp.gov; Millsap, Herman; Green, Hardee LTC

Subject: RE: HA/RA of Rail Operations Through Schurz (UNCLASSIFIED)

MOL.20070529.0119

Classification: UNCLASSIFIED

Caveats: NONE

QA:N/A

Robert, the HA/RA is generic for all the proposed bypass routes. No matter which bypass you decide there should be an easement of at least 2380' on either side of the tracks (no building) along the entire route. This is based on 60% if Inhabited Building Distance (IBD) of 3970'.

R/David

-----Original Message-----

From: Lanza, Robert [mailto:RLanza@icfi.com]

Sent: Wednesday, April 04, 2007 5:24 AM

To: Dillingham, David

Cc: phil_gehner@ymp.gov; Millsap, Herman; Green, Hardee LTC

Subject: RE: HA/RA of Rail Operations Through Schurz (UNCLASSIFIED)

David: Thank you for your reply. Can we draw any distinction between the risk assessment/hazard analysis for the existing route and the four proposed alternate bypass routes? Or draw any distinctions among the four proposed alternative bypass routes?

Robert

From: Dillingham, David [mailto:david.dillingham@us.army.mil]

Sent: Tuesday, April 03, 2007 7:18 PM

To: Lanza, Robert

Cc: phil_gehner@ymp.gov; Millsap, Herman; Green, Hardee LTC

Subject: RE: HA/RA of Rail Operations Through Schurz (UNCLASSIFIED)

Classification: UNCLASSIFIED

Caveats: NONE

Robert, all of the proposed by-pass routes are safe in relation to explosive safety quantity distance. The risk assessment codes are as follows:

APPENDIX B - RISK ASSESMENT CODE MATRIX

Accident Probability

Hazard Severity

- A
- B
- C
- D
- E
- I
- I
- I
- 2
- 3
- 5
- II
- I
- 2
- 3
- 4
- 5
- III
- 2
- 3
- 4
- 5
- 5
- IV

3
4
5
5
5

B-1. Hazard Severity:

Category	Description
I	Catastrophic - Death or permanent disability or major property damage.
II	Critical - Permanent partial disability or extensive property damage.
III	Marginal - Lost workday due to injury or minor property damage.
IV	Negligible - First aid injury or minimal property damage.

B-2. Accident Probability:

A	Frequent - Occurs very often, continuously experienced.
B	Likely - Occurs several times.
C	Occasional - Occurs sporadically.
D	Seldom - Remotely possible; could occur at some

time.

E Unlikely - Can assume will not occur, but not
imposable.

The overall rating is the combination of B-1 and B-2 in the matrix. 1 & 2 ratings are not acceptable. A rating of 3 is acceptable with review from higher headquarters. Final ratings after controls are implemented of 4 & 5 are acceptable.

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-----Original Message-----

From: Lanza, Robert [<mailto:RLanza@icfi.com>]
Sent: Tuesday, April 03, 2007 1:18 PM
To: Dillingham, David
Cc: phil_gehner@ymp.gov; Millsap, Herman; Green, Hardee LTC
Subject: RE: HA/RA of Rail Operations Through Schurz (UNCLASSIFIED)

David: Enclosed is a map showing the minimum distances between a point along the existing rail line through the town of Schurz and the closest point along each of the alternate proposed Schurz bypass segments. There are four alternate proposed bypass segments, noted as S1, S4, S5, and S6. The yellow star shown along the existing rail line is a point halfway between the point where the alternate proposed bypass segments diverge from the existing rail line and the point where the bypass segments rejoin the existing rail line. This point was selected as the basis for the distance analysis. The green star along each alternate proposed bypass segment is the closest point along that segment to the yellow star midpoint. The distances are shown in the table in units of miles and kilometers.

In terms of the "hazard analysis and risk assessment" table you sent to me earlier today, are the codes shown in the table (e.g., 1-D 3, 1-E, 5) an indication of the hazard conditions and risk conditions before and after "mitigation" (i.e., application of standard operating procedures?)

Please let me know if you have any questions concerning the enclosed map.

Regards,

Robert Lanza

Robert Lanza P.E.

Principal Chemical Engineer

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From: Dillingham, David [<mailto:david.dillingham@us.army.mil>]
Sent: Tuesday, April 03, 2007 10:53 AM
To: Lanza, Robert
Cc: Green, Hardee LTC; Millsap, Herman; 'phil_gehner@ymp.gov'
Subject: HA/RA of Rail Operations Through Schurz (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Robert, here is a quick Hazard Analysis/Risk Assessment for the rail operations through the town of Schurz. Also I have provided you a copy of the Army Regulation 385-64, Explosive Safety and the Department of the Army Pamphlet 385-64, Explosive Safety.

<<r385_64 Explosive Safety.pdf>> <<p385_64 Explosive Safety.pdf>> <<Rail Risk Assessment.doc>>

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